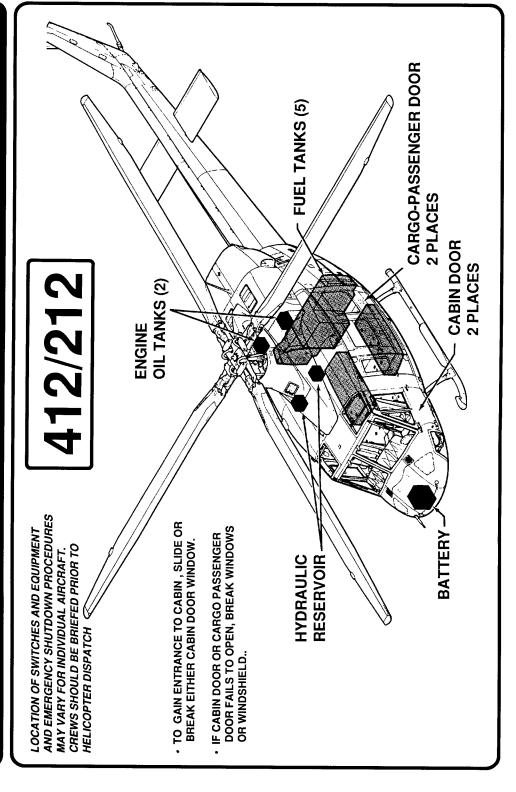
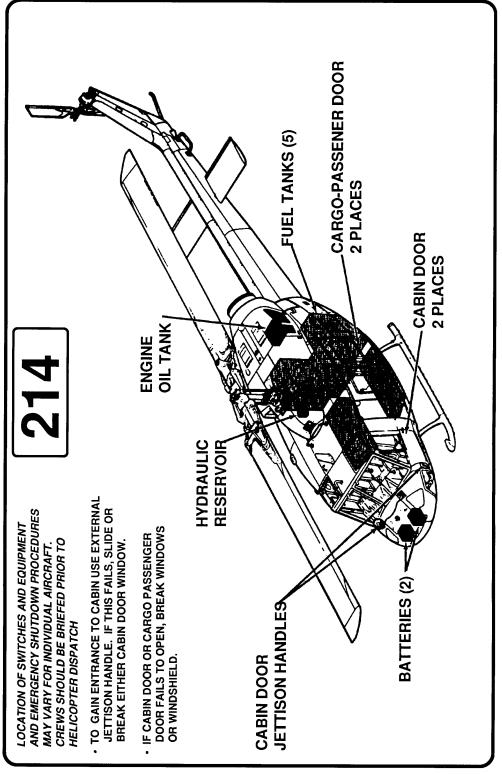
(ALTERNATE **LOCATION**) CARGO-PASSENGER BATTERY **FUEL TANKS** DOOR **TANK** 등 **CABIN DOOR OIL RESERVOIR** HYDRAULIC **JETTISON HANDLES CABIN DOOR** BATTERY TO GAIN ENTRANCE TO CABIN, SLIDE OR BREAK EITHER CABIN DOOR WINDOW AND PULL JETTISON HANDLE. AND EMERGENCY SHUTDOWN PROCEDURES MAY VARY FOR INDIVIDUAL AIRCRAFT. CREWS SHOULD BE BRIEFED PRIOR TO • IF CABIN DOOR FAILS TO JETTISON OR CARGO-PASSENGER DOOR FAILS TO OPEN, BREAK WINDOWS OR WINDSHIELD. LOCATION OF SWITCHES AND EQUIPMENT HELICOPTER DISPATCH

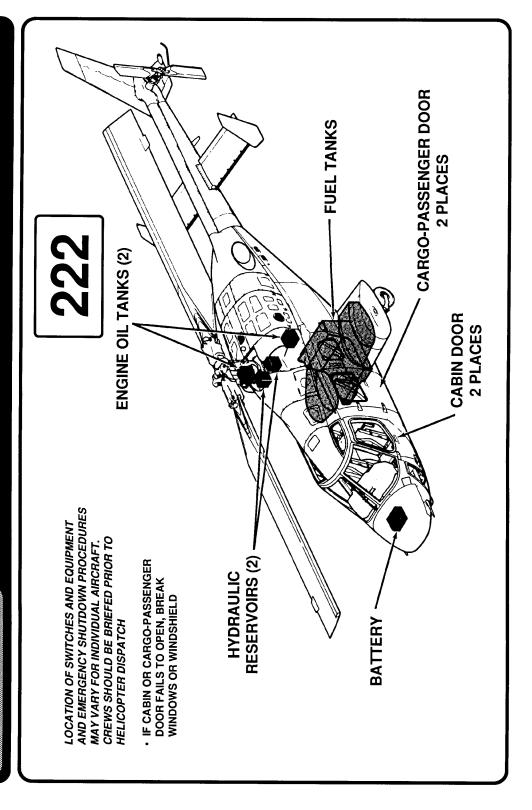
M-8



M-9 January 2002



M-10 January 2002



M-11 January 2002

RESERVOIRS HYDRAULIC

RAMP CONTRO!

SIX ARE LOCATED IN CARGO COMPARTMENT, THREE ON EACH SIDE.)

> CABIN DOOR AND UPPER

TO RIGHT OF PILOT'S SEAT. ANOTHER IS

COCKPIT ON FLOOR ONE IS LOCATED IN

CARGO COMPARTMENT.

LOCATED IN PASSAGEWAY

(SEVEN ARE PROVIDED. ONE IS FIRST AID KIT

BETWEEN COCKPIT AND

(THREE ARE PROVIDED

**EXTINGUISHER** 

HAND FIRE

LOCATED BELOW ACCESS DOOR RIGHT ENGINE)

> RESCUE HATCH DOOR

**ESCAPE HATCH** CABIN DOOR

BULKHEAD IN CARGO

LOCATED ON FORWARD

COMPARTMENT, ONE

IS LOCATED JUST

FORWARD OF

CARGO RAMP ON LEI SIDE)

CONTROL FIGHT

HYDRAULIC RESERVOIR CARGO

(RH SIDE CARGO **ESCAPE AXE** COMPARTMENT

**EMERGENCY** 

**TILITY** 

**ESCAPE** 

DOOR

HATCH

**JETTISON CARGO** 

DOOR-SOME A/C

(JETTISON FROM INSIDE AIRCRAFT BY ROTATIN

RELEASE HANDLE TO

HE LEFT

**FUEL TANK** (ETTHER SIDE)

BATTERY

**AUXILIARY FUEL** TANK-SOME A/C

EMERGENCY SHUTDOWN PROCEDURES MAY VARY FOR INDIVIDUAL AIRCRAFT. CREWS SHOULD BE LOCATION OF SWITCHES AND EQUIPMENT AND BRIEFED PRIOR TO HELICOPTER DISPATCH

- HANDLE LABELED DOOR JETTISON PUSH TRIGGER, **EMERGENCY ENTRANCE TO COCKPIT IS GAINED** TURN HANDLE. IF DOOR DOES NOT FALL AWAY THROUGH JETTISON DOORS BY ACTUATING PULL AWAY.
- DOOR ESCAPE HATCH, CABIN ESCAPE HATCH, RAMP ESCAPE HATCH, AND CUTOUT PANELS. ALL ESCAPE HATCHES CAN BE OPENED BY PULLING THE YELLOW EMERGENCY ENTRANCE TO CARGO COMPARTMENT IS GAINED THROUGH CABIN DOOR OR UPPER **FAB OUT AND PUSHING THE PANEL IN.**
- LEVER IS LOCATED ON RIGHT SIDE OF AIRCRAFT BE-LOW THE RIGHT ENGINE. RAMP MAY BE LOWERED, AN ACCESS DOOR TO THE CARGO RAMP CONTROL PROVIDING EMERGENCY ENTRANCE, BY PLACING THE CONTROL LEVER IN THE DOWN POSITION.
- COMPARTMENT MAY BE USED FOR EMERGENCY EXIT IF LOWER RESCUE DOOR HAS BEEN PREVIOUSLY A RESCUE HATCH LOCATED IN FLOOR OF CARGO OPENED

COCKPIT JETTISONABLE DOOR AND HANDLE ETTHER SIDE) TYPE. TWIN-TURBINE ENGINE TANDEM ROTOR CREW: NORMAL CONDITIONS 3-4 PASSENGERS: 33 FULLY EQUIPPED GROUND TROOPS LITTERS: 24 W.3 MEDICAL ATTENDANT'S SEATS

**EXIT OR ENTRY** 

CUT HERE FOR (2 ON EACH SIDE)

**EMERGENCY RESCUE** (1 ON EACH SIDE)

PORTS CAN BE KNOCKED **OUT/IN FOR EMERGENCY** 

CABIN

ESCAPE

HATCH

EMERGENCY SHUTDOWN PROCEDURES SEE BACK SIDE FOR

## BOEING

# ENGINE SHUTDOWN & AIRCREW EXTRACTION

## CH-47

1. NORMAL SHUTDOWN

A. POSITION ENGINE CONDITION LEVERS, LOCATED ON CONTROL PEDESTAL, TO *STOP*.

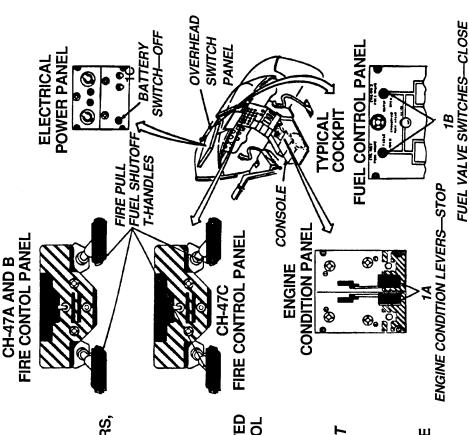
B. POSITION FUEL VALVE SWITCHES, LOCATED ON OVERHEAD FUEL CONTROL PANEL, TO *CLOSE*.

C. POSITION BATTERY SWITCH, LOCATED ON OVERHEAD ELECTRICAL CONTROL PANEL, TO *OFF*.

NOTE: IF ENGINES FAIL TO SHUTDOWN, PULL FUEL SHUTOFF T-HANDLE, LOCATED AT TOP OF INSTRUMENT PANEL, OUT.

2. AIRCREW EXTRACTION

A. UNLATCH SEAT BELTS AND REMOVE SHOULDER HARNESS FROM CREWMEMBER(S).



LOCATION OF SWITCHES AND EQUIPMENT AND EMERGENCY SHUTDOWN PROCEDURES MAY VARY FOR INDIVIDUAL AIRCRAFT. CREWS SHOULD BE BRIEFED PRIOR TO HELICOPTER DISPATCH.

PILOT/COPILOT BUBBLE AND JETTISON WINDOWS

**MAIN CABIN DOOR** <u>ო</u> გ

**ESCAPE PANELS** 

**FORWARD EMERGENCY DOOR** 

SEE BACK SIDE FOR EMERGENCY SHUTDOWN PROCEDURES